



**ADDENDUM
PURCHASING OFFICE
CITY OF AUSTIN, TEXAS**

Solicitation: RFP 5500 SMW3005 Addendum No: # 4 Date of Addendum: October 23, 2020

This addendum is to incorporate the following changes to the above referenced solicitation:

I. The following are the questions asked at the Pre-Response Conference hold on October 16, 2020 at 1:00PM CST with the City's responses:

Question 1: What flexibility is there in the plan to adjust percentages of product and uses to reflect eventual demand, down the line?

Response: Development studies conducted to date have been conceptual in nature and do not prescribe the percentage mix of product types or uses for the project. Past City of Austin public-private partnerships have allowed developer partners some flexibility in the mix, placement, and design of product types and uses to allow the project to respond to changing market demands as it builds out, while delivering on the negotiated levels of community benefits such as percentage of income-restricted affordable housing, open space, and community uses. Such flexibility would be a consideration for this project as well.

Question 2: Are offsite costs required, such as roads, utilities, and drainage?

Response: Your proposal should aim to assess the need for offsite improvements to meet demands or conditions created by your project, and such offsite costs should be included in the project costs. Some of these costs may be considered regional in nature and could qualify as a Capital Improvement Projects or other public financing. The City will work with the preferred Proposer to identify projects costs, such as onsite and offsite infrastructure upgrades, that could be eligible for public financing.

Question 3: What does the Capitol Metro Project Connect program have planned for this area, if any?

Response: The Project Connect initial investment will maintain the current high-frequency bus service. There are no additional high-capacity investments contemplated for the initial investment, but future expansion of the Bus Rapid Transit to nearby Cameron Road is contemplated for future phases. St. Johns Avenue connects to the MetroRail Crestview Station, however, which will provide access to the Project Connect Orange, Blue, and Red Line.

Question 4: Thank you for recognition that the \$10mil will be a large financial barrier for many developers. Can you speak to what the collaboration with the city might look like as far as overcoming this?

Response: The City understands that this acquisition cost requirement impacts the project's feasibility, and will work with the selected Proposer during the negotiation period to identify other possible City resources that can offset this and other necessary project expenditures through financial commitments to create a viable project. Examples of potential funding sources that have been used for other City of Austin public-private partnerships include Tax Increment Financing, Chapter 380 Agreements, Public Improvement Districts, the Affordable Housing Trust Fund, and Certificates of Obligation for public infrastructure, among others. Proposers are encouraged to indicate their preliminary ideas regarding

the type, amount, and timing of any such funding resources in their proposals and the required pro forma.

Question 5: Developer will presumably need to design and construct infrastructure supporting the site. Will City assume O&M responsibility upon substantial completion of infrastructure and will such transfer to City as ROW? If ROW transfers, will City reimburse the developer for this ROW value and in what time frame?

Response: The construction of dedicated Right Of Way (ROW) should be included as a project cost for the development. This is consistent with past public-private partnership structures the City has entered. City reimbursement to the developer for ROW acquisition is not a preferred development or financing framework for the site.

Question 6: The preliminary plans for the site seem to indicate a preference for a large setback, or some type of separation, between residential units and the interstate/frontage road. Can you discuss this element and whether there are any code requirements in this regard?

Response: The UT Study (Exhibit 11 in the Request for Proposal) looked at environmental impacts on highway-adjacent development and the diminished or potentially dangerous air quality levels. The UT Study identifies a 500 foot buffer as a best practice in mitigating air quality concerns for residential units located near a highway. The UT Study also points out that “economically disadvantaged populations of color are disproportionately exposed to air pollution. In particular, evidence documents that these groups more often live in locations that expose them to traffic and traffic-related air pollution” (page 36). Due to the make-up of the St. John neighborhood as an economically vulnerable, majority minority community, this buffer represents an equitable design consideration. It is not a code requirement.

II. ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME.

ACKNOWLEDGED BY:

Name

Authorized Signature

Date

RETURN ONE COPY OF THIS ADDENDUM TO THE PURCHASING OFFICE, CITY OF AUSTIN, WITH YOUR RESPONSE OR PRIOR TO THE SOLICITATION CLOSING DATE. FAILURE TO DO SO MAY CONSTITUTE GROUNDS FOR REJECTION.